

Amendment

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REMARKS

Claims 1, 9, and 20 have been amended herein. Upon entry of this amendment, claims 1-20 will be pending in the above-identified application.

Section 102

Applicant respectfully requests reconsideration of the rejection of claim 20 under 35 U.S.C. 102(b) as being anticipated by U.S. Patent No. 5,067,084 (Kau).

Claim 20 recites a method for determining an absolute angular velocity of a vehicle that rotates during operation about an axis of rotation, wherein the vehicle includes a vehicle body and a gyroscope having an input axis, and the method comprises rotatably mounting the gyroscope on the body for rotation with respect to the body so the input axis is generally aligned with the axis of rotation.

Kau does not disclose or suggest rotatably mounting a gyroscope on the body of a vehicle for rotation with respect to the body so the input axis is generally aligned with an axis of rotation of the vehicle. Rather, Kau discloses an isolation gyro 120 having an input axis aligned with a rotation axis (P-axis) of a rotatable platform 210, wherein the rotation axis of the platform is oriented parallel to the roll axis (R-axis) of a vehicle body 5. Because Kau does not disclose or suggest all of the requirements of claim 20, the Section 102 rejection is improper and should be withdrawn.

Section 103

Applicant respectfully requests reconsideration of the rejection of claims 1-19 under 35 U.S.C. 103(a) as being unpatentable over Kau.

Claims 1-8 recite apparatus for determining an absolute angular velocity of a vehicle that rotates during operation about an axis of rotation, wherein the apparatus comprises a motor having a stator mountable on the vehicle for movement with the vehicle and a rotor rotatably mounted on the stator so the rotor rotates about a rotor axis generally aligned with the axis of rotation of the vehicle, and a gyroscope coupled to the motor rotor so the gyroscope rotates with respect to the stator about the rotor axis, wherein the gyroscope has an input axis generally aligned with the rotor axis.

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Kau does not disclose or suggest apparatus for determining an absolute angular velocity of a vehicle that rotates during operation about an axis of rotation, wherein the apparatus comprises a motor having a stator mountable on the vehicle for movement with the vehicle and a rotor rotatably mounted on the stator so it rotates about a rotor axis generally aligned with the axis of rotation of the vehicle, and a gyroscope coupled to the motor rotor so it rotates with respect to the stator about the rotor axis, wherein the gyroscope has an input axis generally aligned with the rotor axis. Specifically, Kau does not disclose or suggest a gyroscope coupled to a motor rotor so it rotates with respect to a stator about a rotor axis, wherein the rotor axis is generally aligned with an axis of rotation of a vehicle and the gyroscope has an input axis generally aligned with the rotor axis. Rather, in contrast to claims 1-8, Kau discloses an isolation gyro having an input axis oriented parallel to the roll axis of a vehicle body. Because Kau does not disclose or suggest all of the requirements of claims 1-8, the Section 103 rejection is improper and should be withdrawn.

Claims 9-19 recite a vehicle that rotates during operation about an axis of rotation, wherein the vehicle comprises apparatus for determining an absolute angular velocity of the vehicle during operation of the vehicle comprising a motor having a stator mounted on the vehicle for movement with the vehicle and a rotor rotatably mounted on the stator so the rotor rotates about a rotor axis generally aligned with the axis of rotation of the vehicle, and a gyroscope coupled to the motor rotor so the gyroscope rotates with respect to the stator about the rotor axis, wherein the gyroscope has an input axis generally aligned with the rotor axis.

Kau does not disclose or suggest a vehicle that rotates during operation about an axis of rotation, wherein the vehicle comprises apparatus for determining an absolute angular velocity of the vehicle during operation of the vehicle comprising a motor having a stator mounted on the vehicle for movement with the vehicle and a rotor rotatably mounted on the stator so it rotates about a rotor axis generally aligned with the axis of rotation of the vehicle, and a gyroscope coupled to the motor rotor so it rotates with respect to the stator about the rotor axis, wherein the gyroscope has an input axis generally aligned with the rotor axis. Rather, in contrast to claims 9-19, Kau discloses

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an isolation gyro having an input axis oriented parallel to the roll axis of a vehicle body. Because Kau does not disclose or suggest all of the requirements of claims 9-19, the Section 103 rejection is improper and should be withdrawn.

CONCLUSION

If the Examiner believes that there is any issue which could be resolved by a telephone or personal interview, the Examiner is respectfully requested to contact the undersigned attorney at the telephone number listed below.

As it is believed the application is in condition for allowance, favorable action and Notice of Allowance are respectfully requested.

Dated: September 14, 2004

Respectfully submitted,



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